

Want to go to the International Nonsuch Rendezvous in Toronto?



**(... But your boat isn't
on Lake Ontario)**

This guide is focused on getting you and your Nonsuch to Lake Ontario and Toronto:
A) from the Atlantic Coast (New England, Long Island Sound and Chesapeake Bay)
B) from the upper Great Lakes.

It will focus on any challenging aspects of the journey, as well as some neat places to enjoy. It is not meant to replace normal cruising guides and sites like Active Captain that will help you out with finding marinas and anchorages.

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A) From the Atlantic Coast

✓ From Long Island Sound

- We assume you can get to the entrance to the *East River*. There are numerous places to overnight, both marinas and anchorages, near the entrance to the ER.
- The transit of the *East River* is not nearly as hard as its reputation would suggest. Even with a foul tide you can do it, but you will be barely moving – currents can be almost five knots.
- The key for transiting the *East River* to the *Hudson River* is catching a helping tide. If you have a current copy of Eldridge's, it has all the information you need. If you don't have one, you can use this simple rule, leave the *Throgs Neck Bridge* 1 hour and 45 minutes after high water at *The Battery*.
- One consideration for the *East River* is that transit may be restricted if the *United Nations General Assembly* is in session. If this is the case, the restriction is made clear in Notices to Mariners and on VHF.
- Tide predictions for New York state waters (East River, New York harbour, Hudson River) https://tidesandcurrents.noaa.gov/tide_predictions.html?gid=1407
- When you reach *The Battery*, you will can stop at one of the spots mentioned in the New York harbor section below (p. 5) or you can start heading up the Hudson (p. 7). When you get to *The Battery* and start up the Hudson the tide will be against you but this will change fairly soon and you will get a boost up the Hudson.

✓ From Chesapeake Bay

- Easiest way is to use the *Chesapeake-Delaware Canal* and then down *Delaware Bay* to *Cape May, NJ* and then on to *New York* and up the *Hudson* to the *Erie Canal*.
 - ◆ Depending on recent dredging, you can spend the night at *Chesapeake City* on the canal or you can anchor before or after canal – check Active Captain or similar for options.
 - ◆ *Delaware Bay* is quite shallow and can get very choppy, especially with wind against tide. At the south end of Delaware Bay, you have three choices. There is a canal (no locks) across the cape, but there is a fixed bridge with 55' clearance. This means no 33 or 36 footers. The Nonsuch 30 manual says vertical clearance is 53' at high tide, but this does not include wind instruments or VHF antenna. Tide range at *Cape May* is in the 3-to-4-foot range, so you have that to play with. There is also a railroad swing bridge which is kept open until a train is coming. You can go briefly out into the Atlantic around the cape and enter *Cape May* from the Atlantic side. The mouth of *Delaware Bay* can be uncomfortable, not really dangerous, depending on wind/tide conditions. Getting there near slack tide is desirable. Note that they built the canal so traffic could avoid this area. There are marinas inside or you can anchor across from the Coast Guard station inside *Cape May*.
 - ◆ There is also a *Harbor of Refuge* (breakwaters and a sand spit) at Lewes, Delaware at the southwestern entrance to Delaware Bay. You can anchor here in most conditions.
 - ◆ From *Cape May* to the entrance to *New York harbour* is roughly 100 miles and is straight-forward with a decent wind forecast. Winds from anywhere on the west are ideal. Winds from the east can make things sporty, remember the fetch extends to *Portugal*. You may have to wait in *Cape May* for a good weather window, so build this into your schedule.
 - ◆ There is only one good stopping point on the way to New York at *Atlantic City*. Other inlets can be dangerous and are local knowledge only at best. We have only ever done this leg of the trip with an overnight so have no personal experience in *Atlantic City*.
 - ◆ When you enter *Lower New York Bay* at *Sandy Hook* you have a number of options depending on time of day, tiredness, and tide. Note that it is quite a long way from *Sandy Hook* to *The Battery* at the tip of Manhattan especially with a foul tide.
 - You can turn left and go to *Atlantic Highlands*. There is a marina here and a small town with grocery and other shopping. You can also anchor behind the breakwater before you get to the marina.
 - You can go pretty much straight to *Great Kills Harbour* on Staten Island. There are several marinas here. The Staten Island ferry goes to Manhattan from further north on the island (not walking distance).
 - You can choose one of the options, further up New York harbor that are described in the next section.
 - Tide Predictions for Delaware Bay
https://tidesandcurrents.noaa.gov/tide_predictions.html?gid=1410#listing
 - Tide Predictions for New Jersey
https://tidesandcurrents.noaa.gov/tide_predictions.html?gid=1406#listing

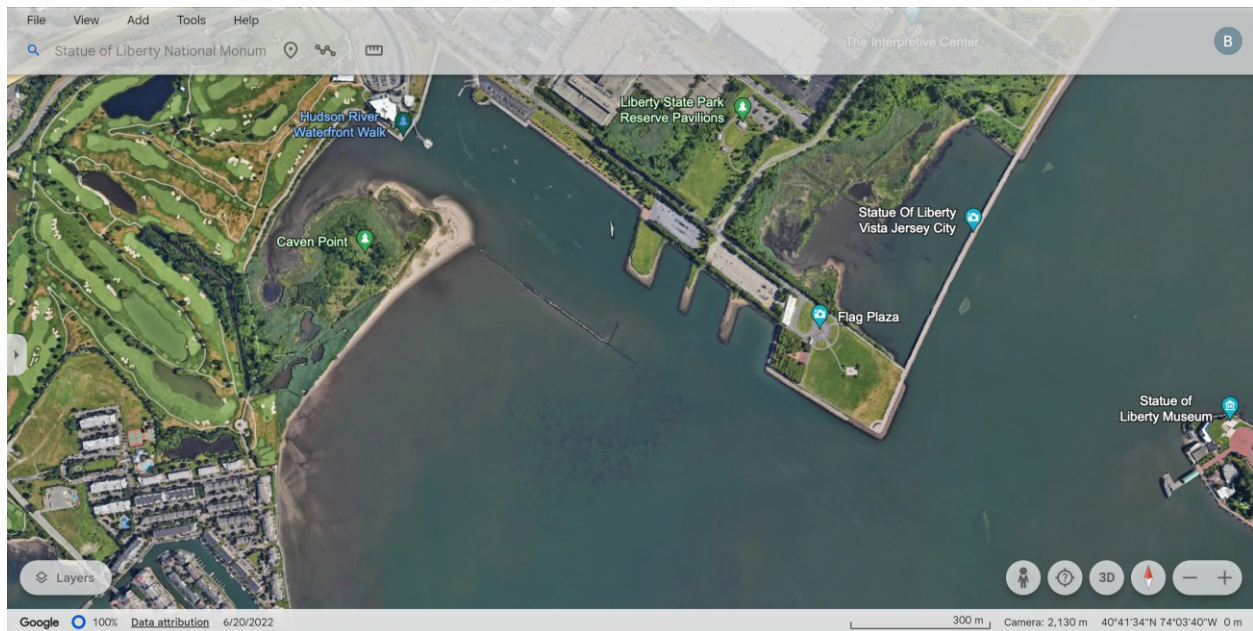
✓ **New York City Area**

- If you want to stay in the lower NYC area – in the vicinity of the Statue of Liberty, there are two options
 - ◆ One is *Liberty Landing Marina*. You can see it to the west of the Liberty State Park label in the Google Earth image below. We lived here on a previous boat for 18 months and loved it. It has several advantages.
 - It is off the river. Other marinas just to the north are exposed to ferry wakes and the like and noisy and are often uncomfortable.
 - There are a couple of restaurants and quite a good marine store.
 - There are concerts, biking, and walks in the adjacent state park. You can walk to Ellis Island and a historic train station but not to the Statue of Liberty, although you can see it well from shore.
 - LLM runs a water taxi which crosses the narrow channel to Jersey City and then to the financial district of Manhattan. Better way for getting to things like Broadway and museums is to take the water taxi across the channel and then walk to the PATH station. From here you can either go to 33rd St or to the World Trade Centre in Manhattan. Much cheaper than taking the water taxi.
 - LLM has one significant disadvantage. It is quite pricey. It is like paying for a hotel room but bringing your own room. It is \$7.40 per foot per night. If you want to stay here it is a good idea to reserve a spot.



- ◆ The second option is to anchor near the Statue of Liberty (see image below). You follow the large buoys leading to the Liberty Island ferry dock (watch out for the many ferries

going there, they yield to no one). Then follow a series of smaller buoys leading to the bay NE of Caven Point. Note that there is a partly submerged breakwater extending SE off this point. It gives quite good protection from winds from the south and from wakes. Holding is good. There is a dinghy dock and I suppose you could walk about a mile to LLM for transportation options. This area was a bit crummy 10 years ago, not sure what it is like now. This spot is probably best just to stay a night or two. The golf course next to the anchorage is Liberty National which may be the most expensive in the United States. Initiation is reported to be \$450,000 and annual dues \$25,000. You can take a helicopter from Manhattan to the course if you think you might miss your tee time.



- Note the 79th Street Yacht Basin on the Upper West Side of Manhattan remains closed. It may or may not be rebuilt.

✓ **Up the Hudson River**

- Since the river is almost perfectly north/south, latitude is a useful measure of position. Remember that 1' of latitude is equal to one nautical mile. Having said that, here are some distances.

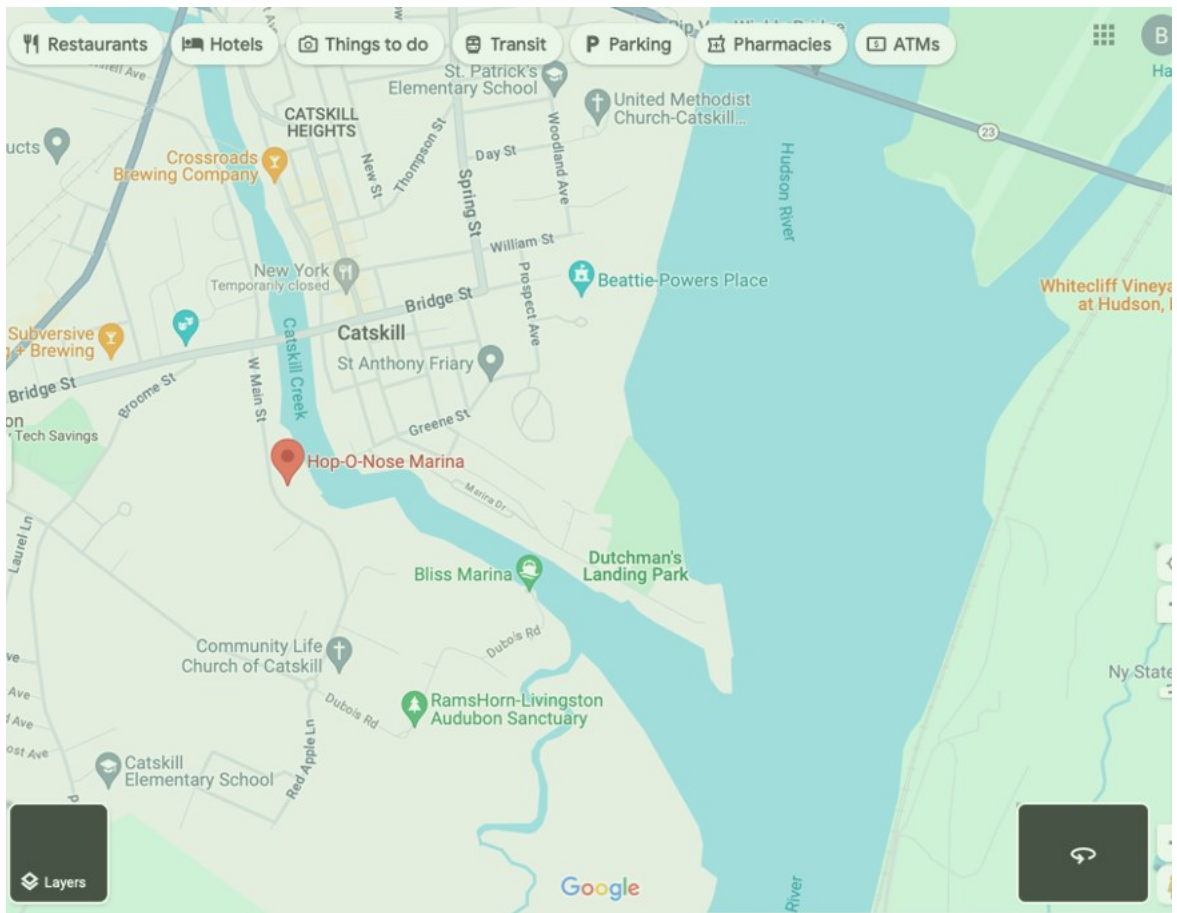
	NM	BATT	TARRY	HAYER	W PT	NEWB	POUGH	KINGS	SAUG	CATS	ALB
BATTERY	0										
TARRYTOWN	24	24.0									
HAYERSTRAW	32	32.0	8.0								
WEST POINT	45	45.0	21.0	13.0							
NEWBURGH	52	52.0	28.0	20.0	7.0						
POUGHKEEPSIE	61	61.0	37.0	29.0	16.0	9.0					
KINGSTON	77	77.0	53.0	45.0	32.0	25.0	16.0				
SAUGERTIES	87	87.0	63.0	55.0	42.0	35.0	26.0	10.0			
CATSKILL	96	96.0	72.0	64.0	51.0	44.0	35.0	19.0	9.0		
ALBANY	126	126.0	102.0	94.0	81.0	74.0	65.0	49.0	39.0	30.0	
TROY LOCK	131	131.0	107.0	99.0	86.0	79.0	70.0	54.0	44.0	35.0	5.0

- ◆ The distances shown are just a starting point since the tides can really speed your journey (or slow it down). Surprisingly, the tidal range even at *Albany*, 126 nm from The Battery, is around six feet. The tides reach the Troy lock (also called the Federal Lock to differentiate from the state-owned locks on the Erie Canal) north of Albany. If you catch the tide, you can do the river with an overnight, but there is a lot to see along the way, so for at least one way go in daylight.
- ◆ Tide predictions for New York state waters, including Hudson R. https://tidesandcurrents.noaa.gov/tide_predictions.html?gid=1407
- ◆ The river is easy to traverse and shoals (there are some) are well-marked so no good reason to run aground. Small freighters go as far north as Albany. You need to be aware of them and some tugs with barges.
- ◆ It is important to remember that as you move with the tide you will get the benefit for much more than six hours. If you want to do a long trip on the Hudson, start at *The Battery* a few hours before low water (the ebb will be weak at this point).
- ◆ There is a good selection of marinas along the Hudson, starting in *Haverstraw Bay* up to *Albany*.
- ◆ You can anchor at many spots along the Hudson and in a few tributaries just off the Hudson. Some are fair weather options in the main river with no protection and lots of fetch to the north and south. Others do have a protecting point and you choose the side to give you protection in the expected winds. In all cases, be aware that the tide will switch at some point during the night. You need to have confidence in your ground tackle that the anchor will reset. For both marinas and anchorages consult Active Captain.

✓ **Mast down/mast up**

- If you want someone else to do it, *Hop-O-Nose Marina* in *Catskill, NY* is the place to go. Located up a short creek at $42^{\circ} 12' 49.44''$ on the west side of the river. Phone a couple of days ahead to make a reservation (518-943-4640). Very skilled crew, we had our Bristol 45.5 mast (1200 pounds) done here a few times and they did a great job.
 - ◆ Either bring your own mast supports with you or get them to make them for you (tell them ahead of time).
 - ◆ Depths in the creek should not be a problem.
 - ◆ You are pretty much in the middle of the pretty, small town of *Catskill* which has restaurants, micro-breweries and the like.

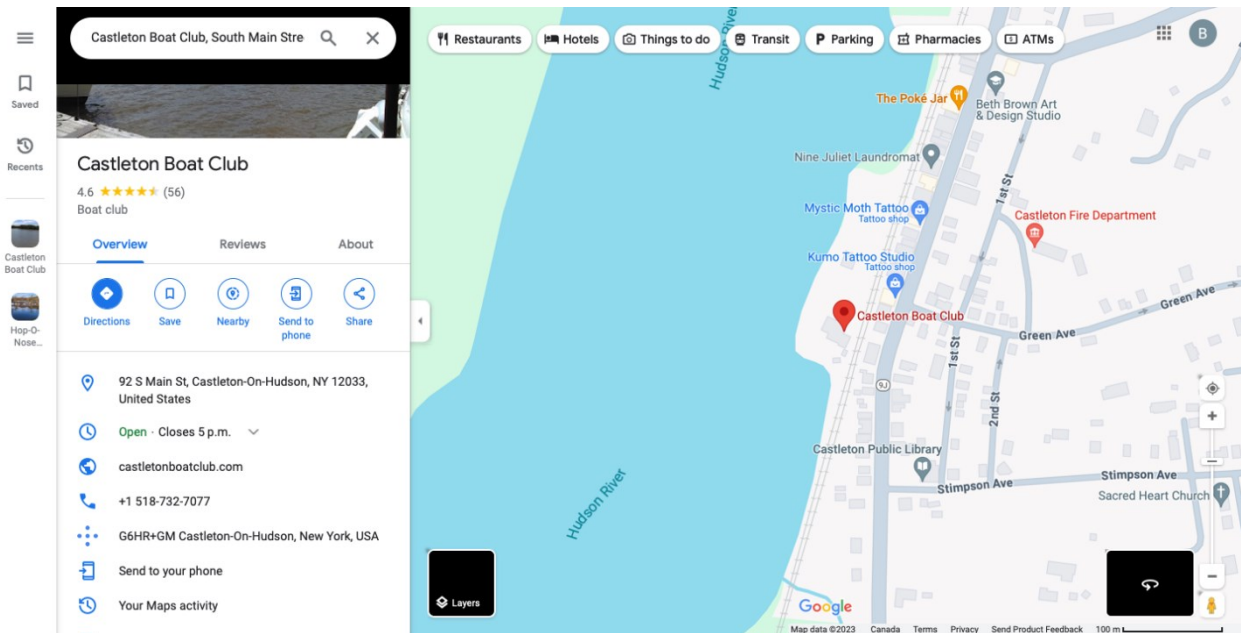
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- If you want to do it yourself, go to *Castleton Boat Club*, located at N $42^{\circ} 31.700'$ on the east side of river. Very friendly club, bar may be open. I think they pay for much of the club expenses with crane rentals.
 - ◆ Useful to have two or more boats travelling together so there is more labour available. The

busy times here are May/June and September/October. Not many masts being done in mid-July. They have an excellent mast crane, but it is on the open river so boat wake can be a problem. Weekends are worse. A securité call on VHF if you see traffic coming can help ... or not.

- ◆ Remains of old mast supports are kept behind the club and can be used unless marked, e.g. "returning Sept. 2025". Safer to bring them with you.
- ◆ Much cheaper than *Hop-O-Nose*.
- ◆ Last time I was there, there was not much to the village of Castleton. Google Maps shows two tattoo places and one restaurant.
- ◆ <https://www.castletonboatclub.com>



✓ **Considerations for Carrying Mast/Wishbone on Deck**

- Care must be taken both with tying down the mast and going through the locks with a mast that is much longer than the boat. I have transited the *Erie Canal* about a dozen times with no major incidents, but have learned a few things on the way. The comments below refer to a N30, but you can scale up or down as needed.
- ◆ You will need two mast supports, one before or after the mast hole and the other just in front of the pedestal or on the aft deck. Where depends to some extent on personal preference, locations of potential tie-down points and cockpit canvas arrangements. Everything being equal I would go with just behind mast and just forward of pedestal – between the dodger and bimini if that is possible. Supports can be either ‘X’s or ‘H’s, made of 2” x 6” bolted together. The photo, take at Castleton BC, shows X’s but with an ‘ordinary’ mast. Note that with a Nonsuch you will have only about 5’, the fat bit, sticking out at the bow, and a lot sticking out at the stern. Be aware of this when turning. I would also use some old carpet or similar to protect the mast on the supports and to protect the deck.



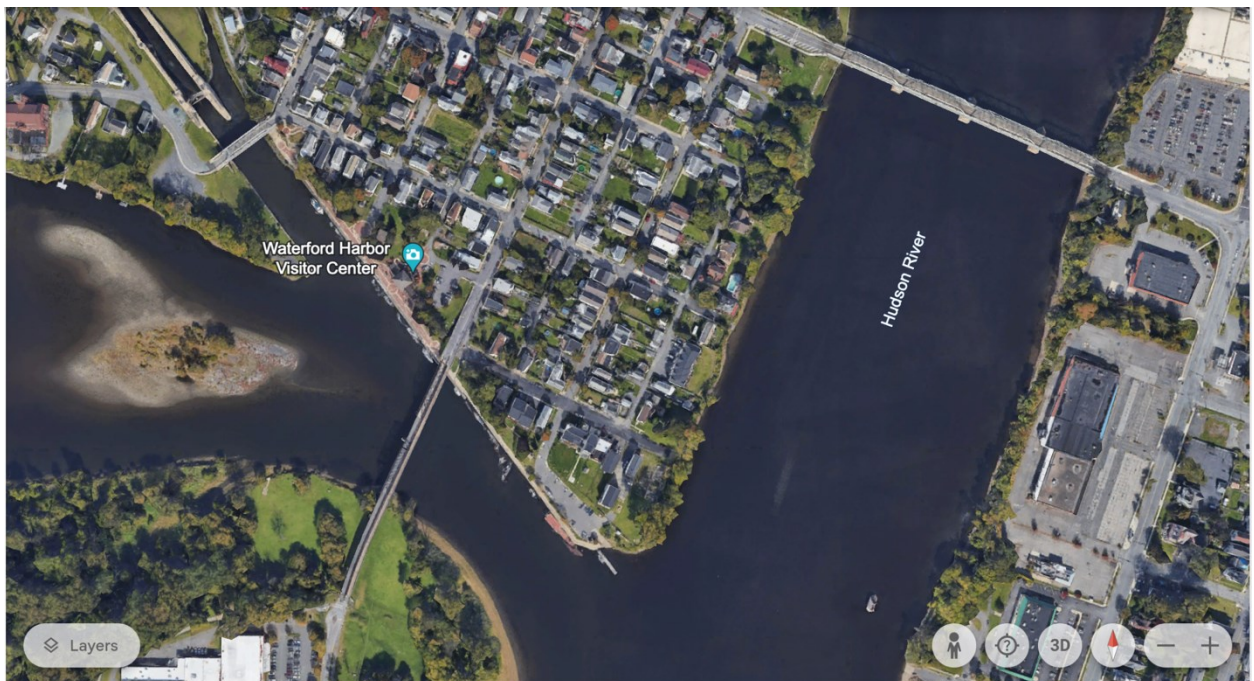
- ◆ Note that this boat still has its bimini in place. Your transit will be in mid-July so you will want protection from the sun and from the occasional rain. With the boat shown I would have the aft support perhaps a foot lower. The mast only needs to clear the bimini. Also, this person has not taken off his Windex. When you lower the mast take off wind instruments and VHF antenna or a lock wall might remove them for you. VHF is handy but far from essential in the canal. Use a handheld or run a spare piece of coax cable from the radio to the antenna mounted on the aft support.
- ◆ When it comes to tying everything on, think of it as a two-step process: tying on the mast supports and then tying the mast to the supports. For the supports, use four ratchet, tie-downs for each. These do not need to be particularly heavy-duty ones. In a pinch, you can use line with good trucker’s hitches. In any case, the supports need to be solidly tied down. When the supports are solid, you want to make sure that the mast cannot move up

or down, for example with a big powerboat wake and also fore and aft (see *Lake Oneida* reference later). Line is fine here.

- ◆ Next is the wishbone. Lean it from the deck or cabintop against the mast, again with some carpet for padding. (You did make sure the mast is not too high!) You can simplify things by putting it on the starboard side going east through the canal and port side when returning. This is because you are required to do Lock 17 on the south side. BTW, this is the highest lock on the canal. You will be lifted (dropped) 40'. With this arrangement it makes sense to keep the deck on the side opposite the wishbone as clear as possible and do all the locks on this side – port going up and starboard coming back.
- ◆ A wishbone note – make sure that the wishbone is right side up when you put the mast back in – ask me how I know this.
- ◆ Final consideration in this section is to make a lock board before you come. This is just a 2" x 4", 8 feet long. Drill a hole vertically at each end large enough to take a piece of line, say 7/16" or 1/2". You hang the board horizontally from the lifelines over two fenders in the middle of the boat. Lock walls are often quite rough concrete and hard on fenders.

✓ **Doing the Erie Canal**

- The Erie Canal trip is very pleasant. It is quite relaxed and, in some places, quite pretty. After a few locks you will get the hang of it. You can do it with two people. When you enter a lock, one person is driving and the other looks after the lines, cables, and pipes (see below). You need a reliable boat hook and either a second boat hook or a sturdy piece of wood like a broom handle that can be used to push off the lock wall. Also, work gloves are recommended. Lines are polypropylene and can be rough.
- In theory, there is a charge to use the canal but it seems the state says the charge will not be in force for the year. I can't remember the last time I paid.
- Locks start on the Erie Canal at E2 at *Waterford* (Lock 1 is the Troy Lock) and go to Lock 23 in *Brewerton*. Shortly after, at *Three Rivers*, you change to the *Oswego Canal* which goes down to *Lake Ontario* – Locks O8 to O1 (there is no Lock 4 for some reason). The main Erie Canal continues to *Lake Erie* at *Buffalo*. You will do 30 locks altogether, including the Troy lock.
- The distance is 154 miles on the *Erie* and 23 miles on the *Oswego*.
- Some Hints
 - ◆ You start in *Waterford, NY*. Tie up along wall at Waterford Harbor Visitor Centre (washrooms and, I think, showers). This wall can be busy, rafting sometimes. The first lock is at the top left of photo. If it is operating when you are there, you could see how the process works. There are five locks in the first 2+ miles as you climb out of the Hudson Valley into the Mohawk Valley. The large white roof (top right) is a supermarket. They used to have a dock on the river but the ice got it some winters ago.



✓

- In 2023, locks were in operation from 7 am to 5 pm, with a few locks open to 10 pm. Check online for 2024 schedule.
- All locks have tie-up walls, above or below the lock or both, where you can spend the

night (free). Most are very quiet and peaceful but a few are adjacent to the New York Thruway and/or railway tracks – in the famous *Mohawk Gap* where all modes of transport are close together, Only a few locks have washrooms.

- There are a few marinas on the canal and only a couple of these have diesel. Best to fill up, get a pumpout, in the Albany area before the canal (and Oswego Marina on the way back).
- If you want to go as quickly as possible, tie up past a dock so you can go the next lock for the 7 am opening – or – go to the next lock after the lock you just did closes. All this depends on what lock walls exist.
- The locks are summarized below. Note that you will be going upstream until lock E20 and then down to Lake Ontario. Locking up is harder than locking down, since water is coming into the lock, often with some turbulence. Going down, the water is draining out quite sedately.
- In the listing you will see reference to “Lines”, “Cables”, and “Pipes”. These refer to what you use to position your boat as the lock fills or empties.
 - You motor to “Lines” with one person using the boat hook to catch two lines. When the boat is stopped, the aft line is passed to the driver. The two crew work together to keep the boat parallel to the wall. It is not necessary to pull the boat into the wall. It is very good if the boat rides 3 to 4 feet off the wall. You can use the boat hooks/broom stick to push off the wall as needed. Also, note that if you pull one end of the boat in, the other end will swing out a bit – i.e. the boat pivots around the keel.
 - “Cables” and “Pipes” are used differently than lines. They are inset vertically into the wall. To use these, you need a long line, say 40’ for a 30-footer. Tie both ends of the boat (bow and stern cleats). You ‘dock’ next to a Cable/Pipe and pass the bight of the line around the C/P. As the boat rides up or down, you move the line as needed. Either end of the line can be pulled to keep the boat parallel to the wall. The other person, with the boat hook, can push off as needed.
- Wait a minute or so after lock gates open to allow any turbulence to subside before casting off.
- If you need groceries, Little Falls (E17) has a supermarket (and restaurants) within walking distance.
- A number of creeks flow into the canal. These can cause silting and reduced depths. You may find these marked with a number of buoys close together directing you to pass very close to the opposite shore. Siltng is often a serious problem at a creek just east of *Sylvan Beach*. Dredging is quite common here.
- You need to cross *Lake Oneida* (between E22 and E23). It is shallow and can blow up into nasty, small, square waves (period about two seconds). There are also lots of powerboats. It is best to stop for the night at *Sylvan Beach* (a 1960s summer town) going west, (and Lock E23 going eastward) so you can get a start at first light before the wind and most of the powerboats appear.

◆ Lock Information (pretty sure the mileages are statute)

ERIE CANAL

MILE	NAME/ LOCATION	LIFT/ ATTACHMENT	PHONE	LAT/LON
0.63	E2 Waterford NYS Route 32 Short 5th St, Waterford, NY 12188	33.6' ↑WB/↓EB Lines	(518) 237-0810	42.78912 -73.6818
1.09	E3 Waterford 48 Washington Ave, Waterford, NY 12188	34.5' ↑WB/↓EB Lines	(518) 237-0812	42.79486 -73.68613
1.6	E4 Waterford 25 Flight Lock Rd, Waterford, NY 12188	34.5' ↑WB/↓EB Cables & Lines	(518) 237-0818	42.80078 -73.69142
1.87	E5 Waterford 55 Flight Lock Rd, Waterford, NY 12188	33.3' ↑WB/↓EB Cables & Lines	(518) 237-0821	42.80216 -73.69629
2.15	E6 Crescent 77 Flight Lock Rd, Waterford, NY 12188	33.0' ↑WB/↓EB Lines	(518) 237-4014	42.80286 -73.70173
13.07	E7 Vischer Ferry 1280 Lock 7 Rd, Niskayuna, NY 12309	27.0' ↑WB/↓EB Lines	(518) 374-7912	42.80323 -73.84706
24.04	E8 Scotia 115 Rice Rd, Rotterdam, NY 12306	14.0' ↑WB/↓EB Lines	(518) 346-4631	42.82934 -73.99139
29.07	E9 Rotterdam 9 State Canal Park Rd (Rte 103), Rotterdam Jct., NY 12150	15.0' ↑WB/↓EB Lines	(518) 887-2401	42.87867 -74.04124
35.02	E10 Cranesville 712 Hwy 5S, Amsterdam, NY 12010	15.0' ↑WB/↓EB Lines	(518) 887-5450	42.91709 -74.14078
39.29	E11 Amsterdam	12.0' ↑WB/↓EB	(518) 843-2120	42.94662

	366 West Main St, Amsterdam, NY 12010	Lines		-74.2101
43.52	E12 Tribes Hill 177 Main St, Tribes Hill, NY 12177	11.0' ↑WB/↓EB Lines	(518) 829-7331	42.94559 -74.28858
53.12	E13 Yosts 195 Old River Rd, Fultonville, NY 12072	8.0' ↑WB/↓EB Pipes & Lines	(518) 922-6173	42.91772 -74.44556
60.95	E14 Canajoharie 28 Spring St, Palatine Bridge, NY 13428	8.0' ↑WB/↓EB Pipes & Lines	(518) 673-3314	42.9094 -74.57771
64.3	E15 Fort Plain 84 Otsquago Club Rd, Fort Plain, NY 13339	8.0' ↑WB/↓EB Pipes & Lines	(518) 993-4161	42.93864 -74.62205
71.02	E16 St. Johnsville 171 Mindenville Dr, Fort Plain, NY 13339	20.5' ↑WB/↓EB Lines	(518) 568-2636	42.99226 -74.70858
78.99	E17 Little Falls 499 South Ann St, Little Falls, NY 13365	40.5' ↑WB/↓EB Lines; WB use port side	(315) 823-0650	43.03835 -74.84669
83.19	E18 Jacksonburg 1043 State Route 5S, Mohawk, NY 13407	20.0' ↑WB/↓EB Lines	(315) 823-2419	43.01619 -74.91691
95.04	E19 Frankfort 2960 State Route 5, Schuyler, NY 13340	21.0' ↑WB/↓EB Pipes & Lines	(315) 733-5041	43.07377 -75.11384
105.32	E20 Whitesboro 9028 River Rd, Marcy, NY 13403	16.0' ↑WB/↓EB Lines	(315) 736-4617	43.14275 -75.29118
123.42	E21 New London 7176 Lock Rd, Rome, NY 13440	25.0' ↓WB/↑EB Lines	(315) 336-8229	43.20877 -75.61856
124.74	E22 New London	25.1' ↓WB/↑EB	(315) 336-4329	43.2095

	3692 Wood Creek Rd, Rome, NY 13440	Lines		-75.64492
153.65	E23 Brewerton 6908 Black Creek Rd, Brewerton, NY 13029	6.9' ↓WB/↑EB Lines	(315) 676-4171	43.23879 -76.19634

OSWEGO CANAL

MILE	NAME/ LOCATION	LIFT/ ATTACHMENT
2.15	O1 Phoenix 87 State St, Phoenix, NY 13135	10.2' ↓NB/↑SB Cables & Lines
11.48	O2 Fulton 304 S 1st St, Fulton, NY 13069	17.8' ↓NB/↑SB Lines
12.06	O3 Fulton 22 S 1st St, Fulton, NY 13069	27.0' ↓NB/↑SB Cables & Lines
18.49	O5 Minetto 2790 State Route 48, Oswego, NY 13126	18.0' ↓NB/↑SB Lines
21.78	O6 High Dam 300 E River Rd, Oswego, NY 13126	20.0' ↓NB/↑SB Cables & Lines
22.45	O7 Oswego 3 Leto Island, Oswego, NY 13126	14.5' ↓NB/↑SB Pipes & Lines
22.89	O8 Oswego 2 Canal View Dr, Oswego, NY 13126	11.1' ↓NB/↑SB Cables & Lines

- At The end of the Oswego Canal, you can get your mast put back at *Oswego Marina* which is on the eastern shore just north of Lock O1. Best to tell them you are coming a day or so earlier. If there is any problem here you can get the mast done at Katlyn Marine in *Sodus Bay, NY*. This is about 20 miles west of Oswego on Lake Ontario. To get here you would need calm conditions on Lake Ontario. This is very common at first light in the morning or in the evening. A stop in *Oswego* is recommended. It is a quaint, historic town.

B) From the Upper Great Lakes

- ✓ From Lake Huron you have two choices – either via the *Trent-Severn Waterway* or via *Lake Erie and the Welland Canal*. If you decide to do both, go down via Lake Erie and return via the TS. This makes considerable sense since it is much easier to go downstream in both the St Clair/Detroit rivers and Welland Canal.

■ *Trent-Severn Waterway*

- ◆ The historic Trent-Severn, construction started in 1833, goes from *Port Severn* in the south-western corner of Georgian Bay to *Trenton* on the Bay of Quinte, part of Lake Ontario. The distance on the Waterway is 209 nm. From Trenton to Toronto is about 80 nm.
- ◆ Interestingly, a major reason for its construction was fear of (another) invasion from the United States.
- ◆ It is an interesting trip with 44 locks, including two lift locks, and one marine railway.



This is the Peterborough lift lock. As one basin goes up the other goes down.

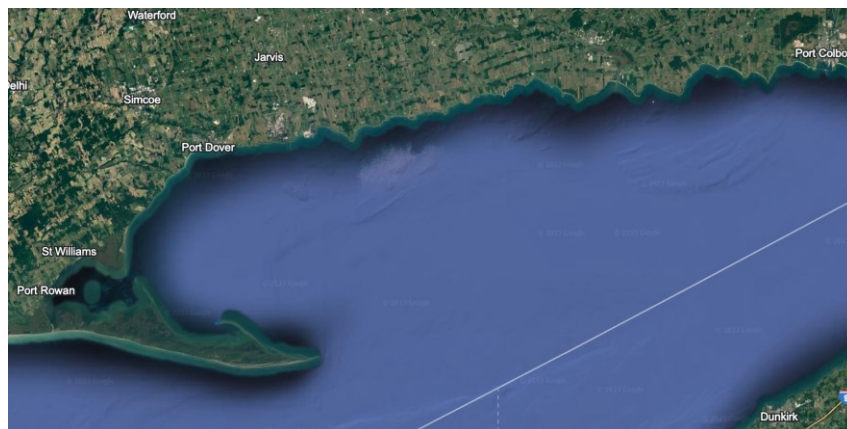
- ◆ You can tie up at lock walls, there are marinas, in a few places you can anchor although many cottages can make it difficult to find places to do so.
- ◆ There is a *Ports* guidebook for this route.
- ◆ Now to the bad news... Nominally, the TSW has a limiting depth of 6', with 10' from *Peterborough* to *Trenton*. The general wisdom is that even 5' draft can be problematic in a few smaller lakes. Shoal draft Nonsuches should be OK. If you are 5' and up, and are interested in this route check with the Trent-Severn people in the spring for current conditions. <https://parks.canada.ca/lhn-nhs/on/trentsevern>

■ *Lake Erie route*

- ◆ Starting at *Sarnia-Port Huron* – A first consideration is whether you want to travel in Canada or in the US or some combination, perhaps US going and Canada coming back or the reverse. If so, do your homework. You may need to get a US Customs decal and

this can take weeks to be delivered.

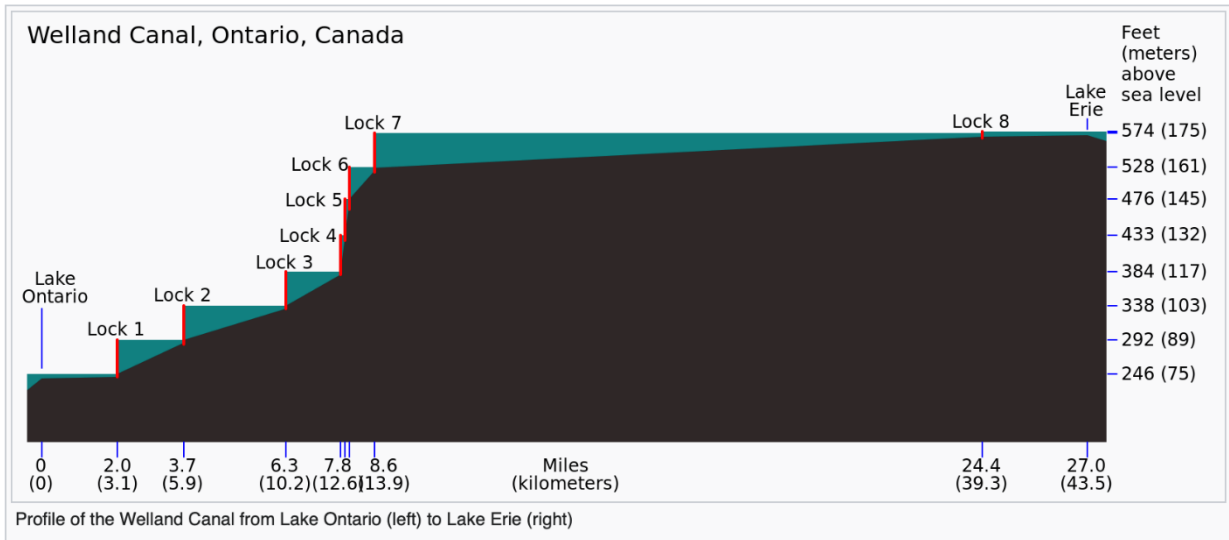
- You can find places in the US where you can enter the country here: <https://www.cbp.gov/travel/pleasure-boats-private-flyers/pleasure-boat-locations>
- You can find places in Canada where you can enter here: <https://www.cbsa-asfc.gc.ca/do-rb/services/trsm-sdtm-eng.html>
- In either case, some ports of entry may not be suited to keelboats, check ahead.
- Going downstream is much easier than going upstream because of currents in the rivers and turbulence in the Welland Canal locks. Going downstream you will pick up at least 1.5 knots of current
- There are many marinas and a few places to anchor on the St. Clair River, Lake St. Clair, and the Detroit River. Check Active Captain for listings.
- ◆ Once you get to Lake Erie you have to choose to go on the American shore or the Canadian shore – or some combination, perhaps one for coming and the other for returning.
 - *Canadian shore* – is shorter, with relatively few options about where to go, but one potential stumbling block. From the Detroit River:
 - You can go *Leamington* (a small city with an excellent marina and shopping) or *Scudder an Pelee Island* (decent marina, good rural walks).
 - Next day to *Erieau* (small town, good marina, a few restaurants serving local fish)
 - Then *Port Stanley* (small town, tie up in outer harbour, they may not charge the first night, go to a marina past the bridge, or even anchor inside the breakwater)
 - Now, the tricky bit, *Long Point*, the long point in the image below (sorry). The tip of the point from Port Stanley is 54 nm. If the winds and waves are agreeable you can anchor quite comfortably behind the point. If the conditions are not good, it is 16 nm to *Port Dover* or 39 nm to *Port Colborne* (off image to the right) where the *Welland Canal* starts.



- The *American shore* offers many more options, largely because the population density is much higher so more facilities have been built. Also, there are more anchoring options. Check Active Captain. Some of the places we have been that we enjoyed are *Put-In-Bay on Middle Bass Island, Vermillion, OH, Mentor Harbor, OH, Erie PA*. Talked to someone who stayed at the Cleveland YC which was walking distance of the Rock and Roll Hall of Fame. No idea of the reciprocal situation there.

✓ **Doing the Welland Canal**

- ◆ The canal exists for commercial traffic and pleasure craft are largely seen as a necessary evil, although the staff are always helpful. At any point you could be asked to go on a wall for an hour or so to let a freighter pass or use a lock first. Time to go through the canal varies depending on how many stops for ships you have. A quick trip would be nine hours, a slow one more like thirteen hours or more. This for a distance of less than 25 nm.
- ◆ You need a strong boat hook and either a second boat hook or a sturdy piece of wood like a broom handle that can be used to push off the lock wall. Also, work gloves are recommended. Lines are polypropylene and can be rough. Final consideration in this section is make a lock board before you come. This is just a 2" x 4", 8 feet long. Drill a hole vertically at each end large enough to take a piece of line, say 7/16" or 1/2". You hang the board horizontally from the lifelines over two fenders in the middle of the boat. Lock walls are often quite rough concrete (some are steel) and hard on fenders.
- ◆ The canal can be broken down into two sections. Starting from *Lake Ontario* there are seven locks that raise you 328 feet within 6.6 statute miles. Essentially, this gets you over *Niagara Falls* which lies not far to the east. You then motor 16 miles to Lock 8 which exists only to compensate for changes in the elevation of *Lake Erie*. Maximum lift/fall here is only about eight feet and you may not have to even tie up in this lock. Staff may ask you just to stop in the middle of the lock while the gate is closed and water drained downstream.



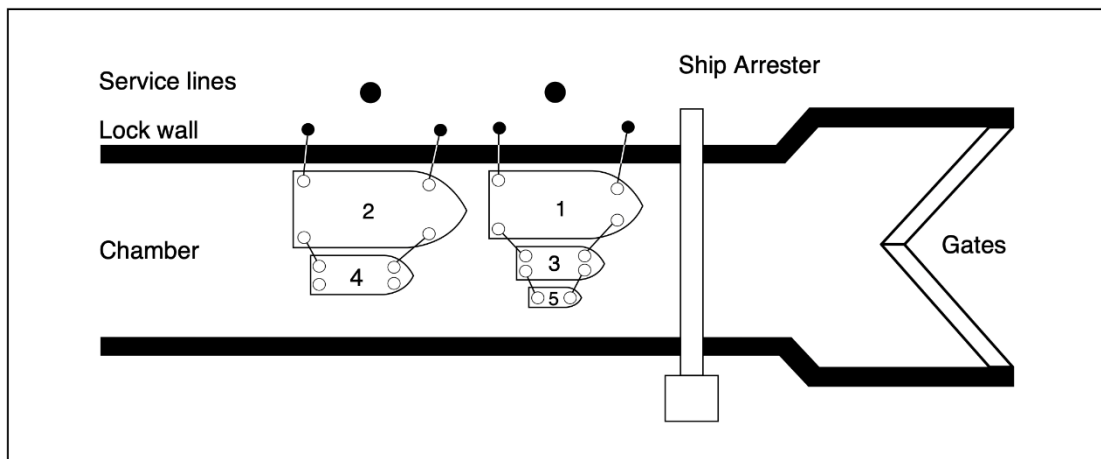
- ◆ You should download the Pleasure Craft Guide, in particular to see how various lights are used to call you into the locks. <https://greatlakes-seaway.com/pleasure-craft/#Tolls>
- ◆ Note in this table you need to move your fenders and lock board at various spots.

	Lake Ontario to Lake Erie	Lake Erie to Lake Ontario
Welland Canal		
Lock 1	starboard	port
Lock 2	starboard	port
Lock 3	port	starboard
Lock 4	port	port
Lock 5	port	port
Lock 6	port	port
Lock 7	port	starboard
Lock 8	starboard	port

- ◆ This photo illustrates the scale of the locks with a sailboat upbound. If you look carefully, you will see that a worker is lowering lines to the boat. These lines are used to control the boat's position in the lock.
- ◆ Going down, the lock will be full to the dark/light line when you enter the lock and the worker just passes you the lines. (Dark here just means the lock wall is wet.)



- ◆ There is a schedule for using the canal and you must reserve ahead of time. The cost was CDN\$200 in 2023 and is paid when you reserve.
<https://greatlakes-seaway.com/recreational-boating/lockage-booking/>
- ◆ It is very likely that a number of pleasure craft will go through at the same time, perhaps three to ten or more. If more than three, you will be asked to raft with the biggest (heaviest) boat on the wall. Once you are rafted to another boat, crew on the rafted boat(s) can go to boat on the wall to help push as needed. One crewmember should stay on the rafted boat to keep an eye on things.



Downbound only on Tuesday, Thursday, and Sunday. Two people who have some sense of line-handling are fine for downbound. Lines can be around cleats to give extra friction – do not tie to cleats, especially downbound. There is a floating dock in Port Colborne where you can tie up for the night (there is a sign saying no overnight docking, but I think this is for non-canal boats). You must be ready to go at **7am**. Monitor VHF Channel 14 and they will call pleasure craft. Keep VHF 14 on all day.

- **Upbound** (Monday, Wednesday, Friday, Sunday) is much harder than downbound because water is coming into the lock in great quantities. Sometimes it tries to push you into the wall (not good), sometimes it pushes you off (good). If you can, let the boat sit about 3 or 4 feet off the wall. Except for one lock (#6?, ask a staff member which one) the lock operator can and does slow down the water flow to keep turbulence to a minimum. There is a pleasure craft dock (no facilities) on the east side of the canal just before Lock #1. It is a good idea to wait a minute or so after lock gates open to allow any turbulence to subside before casting off. You need to be ready to go at **9 am**. Again, monitor VHF 14.
- If you have time, a visit to *Niagara-on-the-Lake*, 10 nm east of the canal in the mouth of the Niagara River is very much recommended. It is a major tourism spot with life theatre (Shaw Festival), historic sites (American invasion again), and a wide range of restaurants.
- Upbound, you need a minimum crew of three (four is better) because there can be a lot of wall pushing to be done. The crew is only needed until Lock #7 is done. They can be dropped off here and Ubered back to their cars at Lock #1. I am sure we can get local Nonsuch owners to be volunteer crew.
- The canal ends at *Port Weller*. From there is about 25 nm across *Lake Ontario* to *Toronto*. You can generally see the tall buildings.